



Latin NCAP latest results: Toyota and first time tested Mitsubishi reach five stars. Nissan models improve and together with VW and Hyundai reach four stars

December 15th, 2015

The latest crash test results of the New Car Assessment Programme for Latin America and the Caribbean, Latin NCAP, continue to show progress in car safety in Latin America. Latin NCAP is continuing to champion improved levels of adult and child occupant protection, which in many countries still falls below minimum UN safety standards. These results are the last models tested under the current assessment protocol, which will be increased in 2016.

Three models: the Mitsubishi Montero Sport, Toyota Rav4 and Toyota Hilux, achieved five stars for Adult Occupant protection and good results for Child Occupant protection. Four other models, the Hyundai Creta, Volkswagen Fox, Nissan Versa and Nissan March, achieved four stars for Adult Occupant Protection but variable results for Child Occupant protection.

The [Hyundai Creta](#), made in India, achieved four stars in Adult Occupant protection and three stars in Child Occupant protection. It is one of the manufacturer's latest models, recently launched in Latin America. The lack of standard equipment such as ABS and passenger Seat Belt Reminder (SBR) and a side impact test that the manufacturer did not sponsor limited the model from achieving a better star rating. The equipment configuration decision was made by the manufacturer's headquarters. The lack of this equipment as standard in this model disappointed Latin NCAP considering that they are important for passengers' safety as well as ESC (standard in competitors like JEEP Renegade and Honda HRV).

The [VW Fox](#), made in Brazil, recently updated with a facelift, achieved four stars in Adult Occupant protection and two stars for Child Occupant protection. It offers good protection to the frontal passengers' heads and passenger's chest, as well as marginal protection for the driver's chest. The Fox used to be produced in Brazil and exported to Europe. The Brazilian version of the FOX does not have ISOFIX, ESC and side airbags for side impact protection while the European version used to have those items as optional. The two stars for Child Occupant performance was caused because of the lack of ISOFIX anchorages the lack of three points seatbelts in all seating positions, and lack of a disconnection possibility of the passenger airbag to install a rearward-facing CRS.

The [Mitsubishi Montero Sport](#), made in Thailand, recently launched in the Latin America market achieved five stars for Adult Occupant protection and three stars for Child Occupant protection. The car offers three standard airbags which in combination with the seatbelts and pretensioners offered good protection to the passengers. The 18 months child received good protection, but the 3 years old's head contacted the driver backrest causing points reductions. The backrest of the rear seat behind the 3 years old dummy unlatched during the test which is not desirable. The car offers ISOFIX anchorages in the second row of seats and three point belts in all seating positions.



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The [Nissan March](#), made in Brazil, achieved four stars in Adult Occupant protection and one star in Child Occupant Protection. This model is equipped in all the model range with double airbags and pretensioners as a result of recent changes in production. The heads were well protected by the airbags, the chests received marginal to adequate protection. The low child occupant score is explained by the lack of three point belts in all positions, poor marking and not having the possibility of disconnecting the passenger airbag when a rearward-facing CRS is installed, and the lack of ISOFIX anchorages. Nissan sponsored the **March** test in 2011, at that time, Latin NCAP highlighted the unstable structural performance compared to the European version of the March called Micra tested by Euro NCAP in 2010. Latin NCAP highlights Nissan's improvements in this model. As a clear signal of Nissan's strategic change heading for safer cars, after improving the Tiida Sedan earlier in 2015, Nissan improved the March and Versa structures and safety equipment as well as their performance and both models were tested by Latin NCAP.

The [Nissan Versa](#), made in Brazil, achieved four stars in Adult Occupant protection and two stars in Child Occupant protection. This model is now equipped across the model range with double airbags and pretensioners. The heads were well protected by the airbags, the chests received adequate protection. The low child occupant score is explained by the lack of three point belts in all positions, poor marking and not having the possibility of disconnecting the passenger airbags when a rearward-facing CRS is installed, and the lack of ISOFIX anchorages.

The [Toyota Hilux](#) made in Argentina, achieved five stars in Adult Occupant Protection and five stars in Child Occupant Protection. The car's structure is robust and the three standard airbags and seatbelts protect occupants well in front collision. The car also offers good protection in side impact. The Hilux fits three frontal airbags (driver head and chest, driver knees and passenger head and chest), ABS in 4 channels, and seatbelt reminders for frontal passengers as standard in all versions. The good child occupant protection rating is explained by the 3 points belts in all positions, ISOFIX anchorages, airbag disconnection and proper marking warning the consumer.

Latin NCAP tested the same model manufactured in [Thailand earlier in 2015](#). The higher star rating for the Child Occupant protection is explained because the manufacturer decided to test the Argentinian version with a CRS that was not yet available in the market in the first test. The Takata MIDI 2 is the CRS used for the 18 months old and 3 years old child occupants. This CRS offers the possibility to position the 3 years old child rearward facing which proved its benefits by better protecting the 3 years old dummy

The [Toyota Rav 4](#), made in Japan, achieved five stars in Adult Occupant Protection and four stars in Child Occupant Protection. The car's structure is robust and the three standard airbags and seatbelts protect occupants well in front collision. The car also offers good protection in side impact. The Rav4 fits three frontal airbags (driver head and chest, driver knees and passenger head and chest), ABS in 4 channels, and seatbelt reminders for frontal passengers as standard in all versions.

The Hilux and the Rav 4 are the first tested models by Latin NCAP to use a new generation of CRS, called i-Size, which showed important benefits for both Child occupants.



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María Fernanda Rodríguez, Latin NCAP President said: *"If I take a look at the changes that manufacturers have done over the first five years of Latin NCAP, I am hopeful for the kind of cars we will have in the next five years. I am however very concerned that the efforts that manufacturers are making are not focused enough on children, they are the future and the drivers of tomorrow".*

"I believe Governments have now enough evidence that the manufacturers can offer us the same safety levels they offer to other markets. Only by adopting technical regulations can car safety can be democratized; creating a fair competing between the companies, and what is most important, protecting the citizens. I look forward to GM joining this process, as it is a big, renowned and image conscious company".

"To end positively, I congratulate Honda, Jeep, Seat, Toyota, Volkswagen, Ford and Mitsubishi for their efforts, for their consideration to Latin American consumers and for working together with Latin NCAP to reduce deaths and serious injuries in vehicles, respecting our independence".

Alejandro Furas, Latin NCAP Secretary General said: *"We are pleased to finish this year with most major manufacturers changing their strategies for safer cars, taking in consideration Latin NCAP's results and hearing consumer's voice".*

"Nissan and Fiat showed a positive change in 2015. We would like to see the Tsuru withdrawn from production in order to have Nissan's full adoption of what we see as a new strategy for safer cars. Unfortunately, GM have not yet responded to Latin NCAP's and Global NCAP's communications nor changed its strategy after the Aveo's publication in November".

"Child occupant protection is improving much slower than Adult occupant protection and we encourage all manufacturers and governments to urgently improve Child Safety in Latin America and the Caribbean".

"After attending the 2nd High Level Conference on Road Safety in Brasilia Latin NCAP was very concerned by the very low attendance of Latin American Governments as well as their still very slow reaction to bring safer cars for all citizens; car safety must be democratized in our region as soon as possible".

Latin NCAP is pleased to close 2015 results with a record number of cars tested (23). Latin NCAP acknowledges the support received from Global New Car Assessment Programme (Global NCAP), International Consumer Research and Testing (ICRT), FIA Foundation and the Inter-American Development Bank (IDB,) and to the Bloomberg Philanthropies Global Road Safety Initiative that as from 2015 is assisting Latin NCAP.



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RESULTS
PHASE VI

Toyota HILUX*	✓ 3	★★★★★	★★★★★
Toyota RAV 4*	✓ 3	★★★★★	★★★★☆
Mitsubishi MONTERO SPORT*	✓ 3	★★★★★	★★★☆☆
Hyundai CRETA*	✓ 2	★★★★☆	★★★☆☆
Nissan VERSA*	✓ 2	★★★★☆	★★☆☆*
Volkswagen FOX*	✓ 2	★★★★☆	★★☆☆*
Nissan MARCH*	✓ 2	★★★★☆	★☆☆☆☆

*Sponsored by manufacturers

About Latin NCAP

The Latin New Car Assessment Programme (Latin NCAP) was launched in 2010 to develop a regional system of independent crashworthiness and safety rating across Latin America and Caribbean. Latin NCAP replicates similar consumer testing programmes developed over the last thirty years in North America, Europe, Asia and Australia, and which have proved to be very effective in improving the safety of motor vehicles. Since 2010 Latin NCAP has published the results of more than fifty cars in six test phases.

Latin NCAP is an Associate member of Global NCAP and supports the [United Nations Decade of Action for Road Safety 2011-2020](#) especially the vehicle pillar of the Global Plan for the Decade and Stop the Crash Partnership and [Stop the Crash](#) initiative.



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